

~~CONFIDENTIAL~~CLASSIFICATION ~~SECRET~~

25X1A

25X1

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY USSR (Leningrad MD)

DATE DISTR

25X1A

SUBJECT Airport South of Leningrad

NO. OF PAGES

2

25X1A

PLACE
ACQUIRED

RETURN TO CIA LIBRARY

NO. OF ENCLS.
(LISTED BELOW)

1@

DATE OF INFO

25X1A

SUPPLEMENT TO
REPORT NO.

25X1X

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF
U. S. C., 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

*except as noted

THIS IS UNEVALUATED INFORMATION

25X1X

SOURCE

1. Location and installations: See Annex.
2. The landing field extended along the road for about 9,000 feet, but its E-W extension was probably much greater. An area 10,000 feet square had recently been drained so that the field was serviceable in all weather. The drainage work was being continued. The 5,000-foot runway with a concrete surface about 8 inches thick, was being extended in April 1949. The concrete mixture was first in the ratio of 1:6, later in the ratio of 1:3. The 1,800-foot concrete taxiway in front of the hangars was being extended towards the southeast.
3. Of the three destroyed hangars, one had been almost completely reconstructed (dimension: 100 x 135 x 50 feet). A hangar delivered from Germany, 100 x 165 x 35 feet, was being set up. The two other hangars were scheduled for reconstruction.
4. The aircraft were fueled with lead gasoline with the octane rating 87 [REDACTED].
5. The following navigating and signal equipment was available:
 - a. Night landing facilities: Boundary lights: neon quartz lamps red-white, red obstacle lights, white landing strip, red boundaries of landing strip.
 - b. Radio station and radar station: The DF station was located at the extension of the runway (see Annex). Guide beam beacons. Some masts were 10 feet high, the two main ones about 90 feet high. The DF station in the administration building had rod antennas. The Lenthra radio station with 25 masts and 10 rod antennas 10 feet high and the Tajak station were large receiving and transmitting stations to [REDACTED].
 - c. Weather stations: In a special building and in the administration building. Only the latter was in operation.

25X1X

25X1

~~CONFIDENTIAL~~CLASSIFICATION ~~SECRET~~

25X1

STATE	NAVY	X	NSRB	DISTRIBUTION
ARMY	AIR	X	FBI	

This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 16 October 1978 from the
Director of Central Intelligence to the

Approved For Release 2003/08/05 : CIA-RDP82-00497R000400020004-4

Next Review Date: 2008

No Change in Class.

Declassified

Class. Changed To: TS S G

Auth.: HR 70-2

Date: 7/10/02

By: [REDACTED]

25X1

~~CONFIDENTIAL~~

25X1

~~SECRET~~

CENTRAL INTELLIGENCE AGENCY

25X1A

-2-

d. There was a telephone switchboard in the administration building.

6. The drainage system of the field had an incline of 10 feet from the runway to the pumping station; this station had two large electric pumps which pumped the water to a water station.
7. Flying: At least 12 commercial aircraft arrived each day from every direction. Approximately the same number took off again. Douglas twin-engine aircraft with radial engines were almost exclusively seen. Large aircraft with dual landing wheels and nose wheel have been observed in increasing number since mid-1948.

25X1A Comment:

a. The setting up of a German hangar may be considered confirmed since equipment dismantled at the BERLIN-TEMPELHOF Sterffens & Noelle Firm was previously observed at the field.

b. The utilization of lead fuel appears credible. According to available information, the Soviets use aviation gasoline with octane ratings of 85 or 86. Of modern installations at this airport, the up-to-date traffic control service was previously pointed out. The use of DC-3s (LI-2) and of IL-12s as airliners can also be considered confirmed.

c. The presence of four-engine bombers mentioned in a previous report was not observed. However, the reported expansion of the field, observed since April 1949, may be considered as a partial confirmation of the previous report.

1 Annex: Airport South of LEVINGRAD.

~~SECRET~~

25X1

~~CONFIDENTIAL~~